

# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

COUNTRY USSR

REPORT

SUBJECT Information on the Cities of Kuntsevo,  
Perm, Simferopol, Vilnyus, Nikolayevsk  
Na-Amure, and Sumy

DATE DISTR. 30 December 1959

NO. PAGES 2

REFERENCES

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DATE OF  
INFO.PLACE &  
DATE ACQ.

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STATE	X	ARMY	X	NAVY	X	AIR	NSA	X	FBI	NIC	X
(Note: Washington distribution indicated by "X"; Field distribution by "#".)											

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<u>Att. No.</u>	<u>Subject</u>	
1	City of Kuntsevo. This report contains a [ ] sketch of the city of Kuntsevo with 56 identified points. There is also mention of an alleged accident in 1955 at Aircraft Engine Plant 95 or 65 and brief information on Plant 304, a radio and television plant.	50X1-HUM
2	City of Kuntsevo. This report contains an overlay with five points, of a City Plan of Moscow [ ] Scale 1-35,000. The points locate five plants in Kuntsevo. There is also a [ ] sketch of the city of Kuntsevo with 47 identified points.	50X1-HUM 50X1-HUM
3	City of Perm. This report contains basic city plan information on the city of Perm and information on housing, administrative buildings, transportation, traffic control, military installations, plants, police, and public services. It also includes an organizational chart of the National Economic Council of Perm Oblast. [ ] [ ] In the report are legends for the sketches of Perm and Gayva which contain 40 and 38 points, respectively.	50X1-HUM
4	City of Simferopol. This report contains an overlay with 63 points identified in the accompanying legend. [ ]	50X1-HUM
5	City of Vilnyus. This report contains an overlay [ ] scale 1:250,000, of the city of Vilnyus and a legend identifying the 43 points on the overlay.	50X1-HUM
6	City of Nikolayevsk Na-Amure. This report contains information on the climate, populace, buildings, and living conditions in the city of Nikolayevsk Na-Amure. There is also a sketch and accompanying legend which identifies 35 points including a restricted area.	
7	City of <del>Prunze</del> . This report contains an overlay [ ] of the city of Sumy, and a legend identifying the 33 points on the overlay.	50X1-HUM

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COUNTRY	USSR (Moscow oblast)	REPORT NO.	CS
SUBJECT	1. City of Kuntsevo	DATE DISTR.	
	2. Alleged Accident in 1955 at Aircraft Engine Plant No. 95 or No. 65	NO. PAGES	
	3. Plant No. 304	REFERENCES	RD

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1. CITY OF KUNTSEVO
2. ALLEGED ACCIDENT IN 1955 AT AIRCRAFT  
ENGINE PLANT NO. 95 OR NO. 65
3. PLANT NO. 304

1. The numbers in parentheses below refer to [ ] sketch of the layout of the city of Kuntsevo on page 5.

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- (1) Military barracks. This was a stone building of unknown size located at the highest point in the city on the Moscow-Rublevskoye shosse.
- (2) Rublevskoye shosse.
- (3) New housing development for workers. This was formerly a poligon (target range).
- (4) Ten-year school.
- (5) City club. This was not further identified.

- (6) City street. [ ]

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- (7) Aircraft engine plant with either the numerical designation No. 95 or No. 65. This plant was located approximately 300 meters from the Setun Railroad Station. [ ]

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[ ] The plant was served by a railroad siding leading from the Moscow-Minsk Railroad Line. [ ] powerful aircraft engines being tested which caused great noises. These noises were heard at from 10 to 14 day intervals and would last at least three hours each time.

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In the summer or fall of 1955, an explosion in one of the plant shops was heard throughout the city. A strong shock was felt and windows were broken in many homes. An unknown number of plant workers were killed. The accident was rumored to be caused by some unidentified material in an incandescent state coming into contact with air due to an error made by workers who left a valve open when they changed shifts.

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[ ] security measures at the plant [ ] as follows: The plant was surrounded by a three-meter high wall topped with a one-half meter of barbed wire. The area one meter inside the wall was patrolled by guard dogs who were leashed to a wire. A restricted passage or walk behind the dogs was patrolled by rifle-armed guards at night. [ ]

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- (8) Kuntsevo Railroad Station.
- (9) Moscow-Minsk Railroad Line.
- (10) Rabochiy Poselok.
- (11) Railroad siding leading to Plant numbered either 95 or 65.
- (12) Setun Railroad Station.
- (13) Villagers' market.

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- (14) City Sovet. This was a three-story, painted yellow structure. The facade measured from 100 to 150 meters in length.
- (15) Main hospital.
- (16) The Needle Plant soccer field.
- (17) Ten-year school.
- (18) Market.
- (19) Park.
- (20) Aircraft Engine Plant Club.
- (21) Aminyevo Highway.
- (22) Residential neighborhood.
- (23) Post, telegraph and telephone main office.
- (24) Militia and reserve barracks.
- (25) Rayon welfare bureau.
- (26) Park.
- (27) Residential neighborhood.
- (28) Bank.
- (29) Textile Plant No. 14 club.
- (30) Day nursery.
- (31) Bathhouse.
- (32) Civil Registry.
- (33) Textile Plant No. 14 athletic field.
- (34) Soft-drink factory.
- (35) Military governor's headquarters. This was located on the corner of Kalininskaya ulitsa to the left of the Moscow-Minsk highway.
- (36) Post, telegraph and telephone branch office.
- (37) Moscow to Minsk highway.
- (38) Textile Plant No. 14.
- (39) Setun River.
- (40) Bridge over the Setun River.
- (41) Kalininskaya ulitsa, formerly Fabrichnaya ulitsa.
- (42) Branch office of the City Sovet. [redacted] a night school 50X1-HUM with classes for engineers, foremen and workers from the city plants was located in a hall in this structure.

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- (43) Kim Needle Plant.
- (44) Bridge leading over a ravine and the Setun River to Plant No. 304 area.
- (45) Furniture plant.
- (46) Day nursery.
- (47) Oilcloth plant.
- (48) Plant No. 304 youth residence.
- (49) Hospital or clinic.
- (50) Plant No. 304 club.
- (51) Plant No. 304. This was a radio and television plant and was located about 300 meters from the Kim Needle Plant. New buildings, not further described, were being added to this plant. Military men often visited the plant. [redacted] large, 3 x 3 x 2 m. painted green wooden boxes leave the plant on nine feet long five-ton trailer trucks. These were not ordinary boxes as they were well-made, tightly closed and were tied down on the truck so they could not move. [redacted] possibly be radar sets. 50X1-HUM
- (52) NII. This was a secret scientific institute subordinate to Plant No. 304. Military personnel carrying large briefcases continually entered the building. [redacted] many of these persons worked or studied here. The Institute was reported to have its own shops. 50X1-HUM
- (53) Children's arts and crafts school.
- (54) Leather plant. This was located about 1,500 or 2,000 meters from the Oilcloth plant (47).
- (55) Needle plant fire station.
- (56) Approximate direction indicating location of woods to the northeast of the city near the Moskva River. [redacted] a hospital was being constructed for persons from the Kremlin. In the same woods, but apart from the hospital, were two sanitariums. Patients had the use of some launches for recreational purposes; some launches were for emergency use. 50X1-HUM

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### Sketch of Kuntsevo



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COUNTRY USSR (Moscow Oblast)

REPORT NO. CS

SUBJECT City of Kuntsevo

DATE DISTR.

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## CITY OF KUNTSEVO

Legend for Overlay of City Map of Moscow and Kuntsevo

1. The five points below refer to the overlay of a City Plan of Moscow [redacted] Scale 1:35,000 [redacted] indicating location of five plants in Kuntsevo:
- Point 1: Needle Plant No. 15. This was located at a bus stop [redacted] This plant had no connection with Plant No. 65. 50X1-HUM
- Point 2: Textile Plant No. 14 was located on ulitsa Petra Aleksesyaeva. 50X1-HUM
- Point 3: Metal plant which manufactured chain bracelets, very small padlocks, ballpoint pens, and fountain pens. This was located on Bolnichnyy pereulok. 50X1-HUM
- Point 4: Kuntsevsкая Shoe Factory.
- Point 5: Plant No. 304 which produced television and radio sets [redacted] It was located at the Park bus stop [redacted] 50X1-HUM

Legend for [redacted] Sketch of City of Kuntsevo

2. The numbers in parentheses below refer to [redacted] sketch on page 4 of City of Kuntsevo: 50X1-HUM
- (1) Mozhayskoye shosse.
- (2) Route of bus lines [redacted] which ran from Kiyevskiy Vokzal to Setun. Plant No. 65 was on the last stop of bus line [redacted] 50X1-HUM
- (3) Grocery store.
- (4) Proyezd Gorkogo.
- (5) Bathhouse under construction.
- (6) Plant No. 14 bus stop.
- (7) Ulitsa Petra Aleksesyeva.
- (8) Pervyy Pereulok highway.
- (9) Unidentified alley.
- (10) Plant No. 14. Textile Plant.
- (11) Kuntsevo General Hospital.
- (12) Bolnichnyy bus stop.
- (13) Plant No. 14 club.
- (14) Automobile park.

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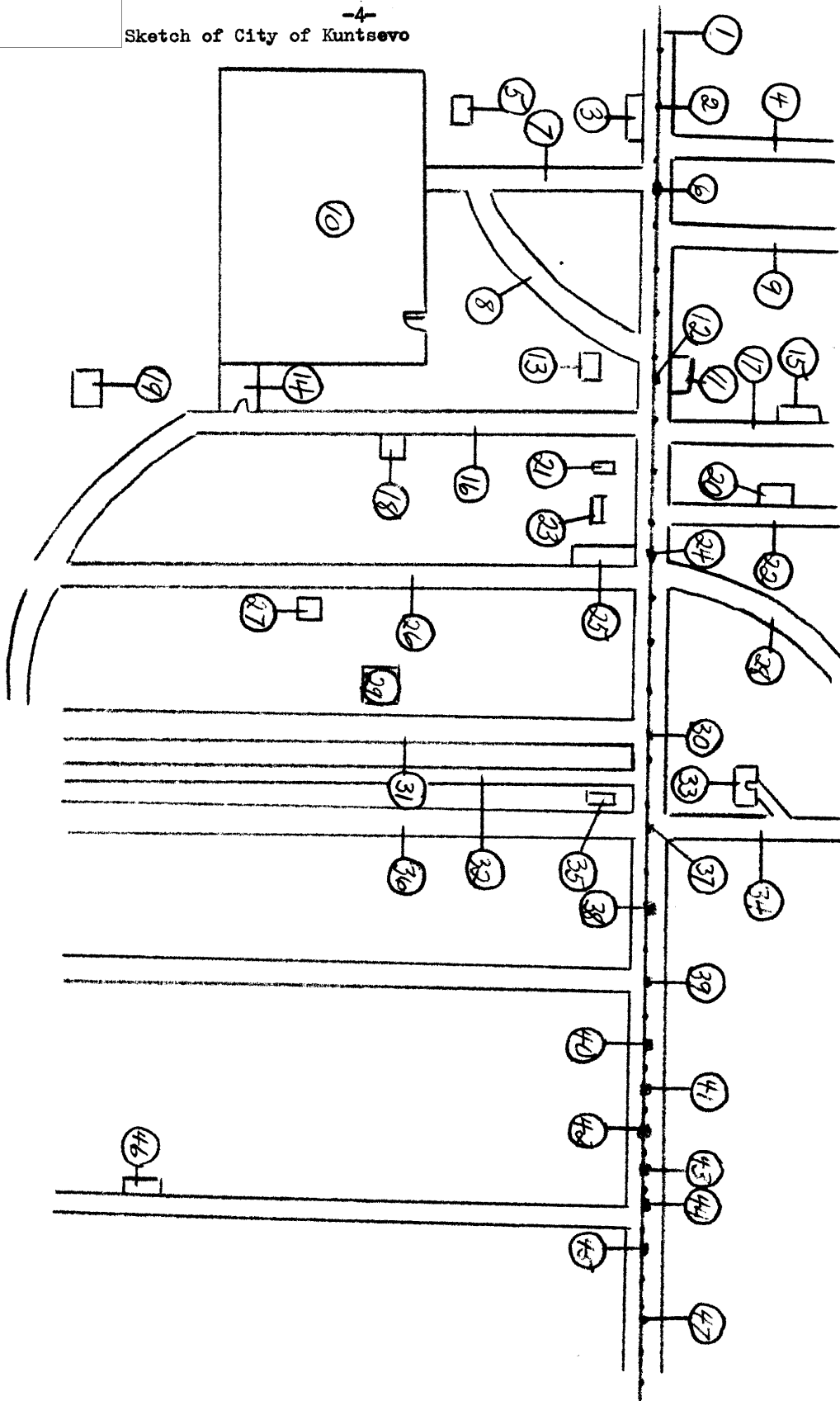
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- (15) Metal and plastics plant.
- (16) Institutskiy proyezd.
- (17) Bolnichmyy pereulok.
- (18) Ten-year school No. 1.
- (19) Kuntsevo furniture plant.
- (20) Ten-year school No. 8.
- (21) Kuntsevo restaurant.
- (22) Pionerskaya ulitsa.
- (23) Very large market selling various articles.
- (24) Park bus stop.
- (25) Park.
- (26) Proyezd Zagorskogo.
- (27) Militia barracks.
- (28) Mayakovskiy pereulok.
- (29) Post and Telegraph Office.
- (30) Pochtovaya ulitsa stop.
- (31) Pochtovaya ulitsa.
- (32) Ulitsa Kozlova
- (33) Market.
- (34) Sovetskoye shosse.
- (35) Kuntsevo shoe plant.
- (36) Aminyevskoye shosse.
- (37) Kuntsevo stop.
- (38) Stop of the village of Sdavchdkovo (sic: probably Davydkovo).
- (39) Mazilovo stop.
- (40) Autobus line change of direction to another unknown line.
- (41) Kilometer No. 9 stop.
- (42) Moscow stop No. 2.
- (43) Kutuzovka stop.
- (44) Mozhayskaya stop.
- (45) Studencheskaya street.
- (46) Geological Institute.
- (47) Dorogomilovskiy stop.

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Sketch of City of Kuntsevo

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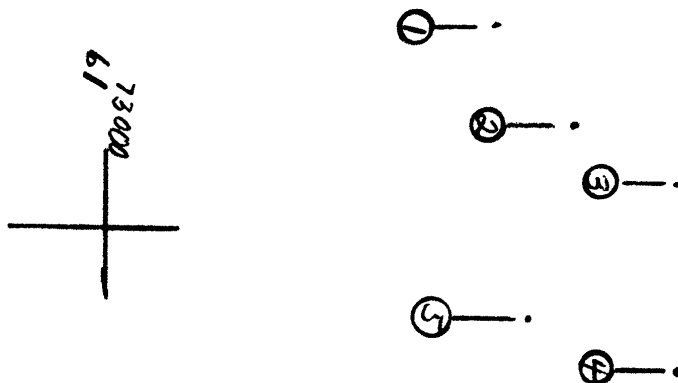
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City of Kuntsevo

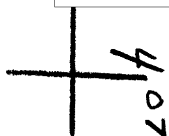
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COUNTRY USSR (Perm Oblast)

REPORT NO. CS

SUBJECT City of Perm

DATE DISTR.

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## CITY OF PERM

1. The principal part of the city of Perm was on the left bank of the Kama River. The city's six rayons were a. Kirovskiy, on the right bank of the river, in the city's western suburbs; b. Kaganovicheskiy, on the left bank of the river, in the western part of the city; c. Leninskiy, on the left bank of the river, in the center of the city; d. Stalinskiy, on the left bank of the river, in the southern part of the city; e. Motovilikhinskiy, on the left bank of the river, in the eastern part of the city; the village of Verkhnyaya Kurya (N 58-03, E 56-18), on the right bank of the river, was also part of this rayon; and f. Ordzhonikidzevskiy, in the northern part of the city on both sides of the river; also in this rayon were the villages of Gayva, Levshino, poselok Domostroitelnogo Kombinata (the village of the Prefabricated Housing Combine); poselok Kamges, the village where the Kamskaya Hydroelectric Power Station was located. and Kislotnyy.

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Perm, with a population of 500,000 to 600,000, was the center of the oblast of the same name and was a part of the SSR. (See sketch of the Kamskaya GES and its environs, attached as Enclosure No. 1.)

2. New brick buildings, mostly with five stories, were still being constructed in most parts of the Stalinskiy rayon in May 1959, with some of the new structures slated to be dwellings for the employees of the enterprises and plants constructing them and others for the city's executive committee (Permskiy Gorodskoy Iсполnitelnyy Komitet, Gorispolkom) which would distribute them among the city's inhabitants. In the Ordzhonikidzevskiy rayon, there were new brick buildings in Gayva and in the villages of the Prefabricated Housing Combine and Kamges which were mostly homes for construction workers.
- The new constructions in the city's other rayons were few in number in comparison to those in the rayons mentioned above. The new homes were distributed first among city residents because the construction works were financed by the city's executive committee.
- names of the streets some of the old ones had been changed
- Leninskiy rayon had not changed at all; there had been no demolition or street extensions.

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3. Collective housing was located as follows:

- a. Ulitsa Graftio 6, a two-story stucco-covered brick building occupied by single workers, technicians, and engineers working on the construction of the Kamskaya GES dam;
- b. Ulitsa Repina 9, in the Ordzhonikidzevskiy rayon, a two-story stucco-covered brick building occupied by the single girls who worked on the Kamskaya GES dam;
- c. Ulitsa Dvinskaya 6, in the Ordzhonikidzevskiy rayon, a two-story stucco-covered brick building occupied by single girls who worked on the Kamskaya GES dam and other enterprises in Gayva;
- d. Ulitsa Vilyamsa 31, in the Ordzhonikidzevskiy rayon, a two-story wooden structure occupied by the single girls working in Gayva;

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- e. Ulitsa Pisareva 6, in the Ordzhonikidzevskiy rayon, a two-story wooden building occupied by young men working in Gayva and on the Kamskaya GES dam; about fall 1958, the building was converted into a nursery school.

4. A seven-story brick hotel was located in ulitsa Karla Marksa in the Leninskiy rayon. A hotel and restaurant were located on ulitsa Graftio in the Ordzhonikidzevskiy rayon. The restaurant was on the first floor and the hotel rooms, with few conveniences, were on the second floor.

5. A one-story tuberculosis clinic for adults was located at the intersection of ulitsa Karla Marksa and ulitsa Bolshhevistskaya in the Leninskiy rayon. The building was divided into rooms for patients and included an operating room. [redacted]

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In the same rayon was a general hospital. [redacted]

Another general hospital was located in Gayva in the Ordzhonikidzevskiy rayon; [redacted]

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Its buildings included a polyclinic in a two-story brick building in which patients were examined and given analyses before entering the hospital; the main building which was a three-story brick structure containing patients' rooms; a maternity ward with two floors; an isolation ward, a one-story structure for patients with infectious diseases; a morgue, located in a small two-room house; a boiler room in a one-story building which furnished heat for all the hospital buildings; a garage housing two ambulances, a light truck for transporting coal, and a passenger car for the hospital head, Sheludchenko (fnu), who was responsible for the hospital's administration. [redacted]

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6. [redacted] the National Economic Council of Permskaya oblast [redacted] was subordinate to the Council of Ministers of the USSR. Soldatov (fnu) was the president of the Council [redacted] he had ministerial rank. Subordinate to him were three deputies (3, 4, and 5) on the sketch on page 13 which shows the Council's organization) [redacted]

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Under (3) were the energetics (6), chemical (7), and metallurgical (8) industries. Under (4) were the wood and paper industries and their by-products (9), construction (10), and construction materials (11); under (5) were the coal (12), petroleum (13), and light (14) industries. Each of the industries subordinate to the deputies had different enterprises distributed throughout the oblast. The directorates identified as numbers (15) to (29) on the sketch were similar to the Construction Directorate of the Kamskaya GES, which acquired the new name of Trust No. 11 after the establishment of the national economic councils. These directorates were located in different parts of the Permskaya oblast [redacted]

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7. The construction management of the National Economic Council of Perm was located in a large four or five-story brick building in ulitsa Gazety Zvezda, number unknown, in the Leninskiy rayon. Pochtarev (fnu) was head of this department which supervised all construction work in the Permskaya oblast. [redacted]

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In this building was also located the Council's construction materials management which was responsible for supplying all construction firms with materials. [redacted]

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The Council's energetics industry management was located in a four or five-story stucco-covered brick building at Komsomolskiy prospekt 52; [redacted]

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Aleksey Ostinskiy Petrovich was the chief of this department which controlled and developed the thermoelectric and hydroelectric powerhouses in the oblast as well as all related projects such as the substation lines.

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8. The Kama River Navigation Service Management was located in an old artistically constructed stone or brick building in ulitsa Ordzhonikidze in the Leninskiy rayon. This department controlled and developed navigation of cargo and passenger ships on the Kama River and all related services.
9. The city's executive committee, which controlled all services in the city such as transportation, traffic, and housing, was located in a brick building on ulitsa Lenina in the Leninskiy rayon. This committee was headed by an active Party member, Nikolskiy (fnu), [redacted] The oblast's executive committee, which controlled all services in the oblast, was located in the same row of buildings as the city committee. [redacted]
10. Party headquarters and those of the Komsomol of the oblast and of the city were located in a stucco-covered brick building of several stories in ulitsa Karla Marksa, number unknown, in the Leninskiy rayon. Struyev (fnu) was first secretary of the Party for the oblast. One of the Party secretaries for the city was Konoplev (fnu) [redacted]

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11. [redacted]

12. [redacted] there was no legation or foreign consulate in the city. [redacted]

13. The barakholka market, which sold all kinds of food and clothing, was located about 500 meters west of the Dinamo Stadium. [redacted] it was on an esplanade in the Leninskiy or Kaganovicheskiy rayon. This market had innumerable wooden stalls and stands and was enclosed by a wooden fence. The kolkhoznyy rynek state collective farm market was located in the Motovilikhinskiy rayon near the Perm-Gayva highway. Also enclosed by a wooden fence, it contained many stands where the farm workers sold their produce. A similar market with the same name was located in the open in the Kamges village in the Ordzhonikidzevskiy rayon. Another, which was fenced in and with wooden stalls and stands, was located in ulitsa Vilyamsa in the Ordzhonikidzevskiy rayon of Gayva. This market also had a lunch-room.

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#### Transportation Facilities

14. [redacted] highways serving the city: a. the eight to ten-meter-wide cement Solikamsk highway without curbing, b. the Sibirskiy highway in the southern part of the city, and c. the Kazan highway. [redacted]

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15. The city was served by the following railroads:

- a. On the Perm-Moscow sector of the Trans-Siberian railroad one passenger train departed daily in the late afternoon and one arrived. The departing train arrived in Moscow two days later in the morning. [redacted] it was a double-track line. It was not electrified.

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- b. On the Perm-Solikamsk line there was a daily passenger train departure and arrival daily. The train departed at 2300 or 2400 hours and arrived in Solikamsk (N 59-38, E 56-47) at 1200 the following day. Its route included Chusovoy (N 58-18, E 57-48), Gubakha (N 58-52, E 57-34), Ugleuralsk (N 58-56, E 57-35), Kizel (N 59-03, E 57-38), Aleksandrovsk (N 59-10, E 57-33), Berezniki (N 59-25, E 56-45), and Solikamsk. Part of this line was electric

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A branch from this line began near the mouth of the Chusovaya River and crossed the river via a bridge, passing Palniki, Div'ya (N 58-32, E 56-17), and Yarino. this single-track Soviet broad gauge continued with all trains serving neighboring towns. this branch had been constructed to alleviate the bad communications among towns between the Kama River and the Chusovaya River.

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- c. Trains left Perm every half-hour during the day on the double-track Soviet broad gauge Perm-Levshino line serving nearby towns, passing by Perm Station No. 2, Perm Station No. 1, Motovilikha, Balmoshnaya, Kislotnyy, and Kamges. Other trains went further on

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16. Perm had only two stations, station No. 2, the main station, which was about 100 x 40 meters in size and was located in the western part of the city, in the Kaganovicheskii rayon, with its trains serving Moscow, Solikamsk, Sverdlovsk (N 56-50, E 60-38) and neighboring towns; and auxiliary Station No. 1, about 80 x 30 meters in size, in the northern part of the city, on the left bank of the Kama River. Trains from here served nearby towns and Solikamsk. Both stations were one-story stone or brick buildings. Station No. 1 was in the Leninskiy rayon. Each contained a restaurant, a barber shop, a newspaper stand, a lunchroom, and two waiting rooms, one of which was for women with children.

17. airport, located about two kilometers east of the city's Central Park, a civil one serving Moscow and Izhevsk (N 56-50, E 53-11), capital of Udmurtskaya ASSR.

50X1-HUM

18. The Perm riverboat dock, a one-story brick building, about 90 x 30 x 40 meters, with a waiting room, restaurant, and the usual public services, was located in the Leninskiy rayon on the left bank of the Kama River, in front of Perm railroad station No. 1. Boats traveled from May to October between Perm and Moscow, a 15-day trip, and Gorkiy (N 56-20, E 44-00), a 12-day trip, on the Kama and Volga Rivers; to Ufa (N 54-43, E 55-58), on the Kama and Belaya Rivers; to Astrakhan (N 46-21, E 48-03), on the Kama and Volga Rivers; to Rostov (N 57-12, E 39-23) via the Kama and Volga Rivers, the Volga-Don Canal, and the Don River; and to Berezniki, on the Kama River.

50X1-HUM

The only cargo permitted on the passenger boats was luggage. Services were suspended in the winter because the rivers froze over. No cargo boat was permitted to dock here.

19. About 500 meters from the Perm riverboat dock on the left bank of the Kama River, was the suburban riverboat dock, a small passenger pier consisting of some wooden pontoons 10 to 15 meters long, fastened by steel cables, which were used by travellers for the 100-passenger ferry boats. Ferry routes included Perm to Gayva, about 13 kilometers upriver; left bank to the right bank, a distance of one kilometer, approximately every half-hour; and Perm to Zakamsk, about 20 kilometers downriver. These ferries did not carry cargo.

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

-6-

20. The freight dock was located near the railroad bridge on the Kama River in the Kaganovicheskiy rayon. [redacted] Five or six 10-ton cranes were visible near the dock. 50X1-HUM
21. The city had the following streetcar lines:
- a. No. 1, which joined the Leninskiy and Motovilikhinskiy rayons; [redacted] 50X1-HUM
  - b. No. 2, which ran from Perm Station No. 2 into one of the intersections off ulitsa Lenina to the right;
  - c. No. 3, which started in the Leninskiy rayon, ran along ulitsa Lenina, turning to the right at an intersection and heading in the direction of the village of Krasnyy Oktyabr;
  - d. No. 4, from Motovilikhinskiy rayon to Perm Station No. 2;
  - e. No. 5, from the Leninskiy rayon via ulitsa Lenina, then turning to the left [redacted] 50X1-HUM
  - f. No. 6, from the Perm Station No. 1, going up ulitsa Karla Marksa toward the Stalinskiy rayon;
  - g. No. 7, from the Leninskiy rayon, turning round in Perm Station No. 2;
  - h. No. 8, which passed along ulitsa Lenina and ulitsa Karla Marksa toward the Stalinskiy rayon [redacted] 50X1-HUM
22. On all lines there was a mixture of old tandem streetcars which were disappearing and new streetcars with automatic doors, all painted red [redacted] The drivers were both men and women and the conductors were usually women. Lines Nos. 2 and 5 were inaugurated in 1957 or 1958. 50X1-HUM
23. [redacted] 50X1-HUM
- Bus service between Perm Station No. 2 and Gayva was via ulitsa Lenina and the Solikamsk highway and various streets in Gayva. The final stop, called "administration", was in a small square in which the administrative offices of the Kamskaya GES construction were located. The second line provided service between Perm and Kamges and also was via ulitsa Lenina and the Solikamsk highway. The third line, which connected Kamges and Zaozerye (N 58-11, E 56-19), crossed above the dam of the Kamskaya GES, then went to Gayva and passed the cable plant under construction, ending its run in Zaozerye from where it returned to Kamges by the same route.
24. Some of these single-deck autobuses were painted red and blue; others were light green. On the upper part of the body was a glass screen with the name of the line. The conductors were uniformed women and the drivers were men. There were no trolleybuses or subway in the city or in the rayons and no urban railways.
25. About 1956, construction was completed on a Soviet broad gauge single-track 500-meter all-metal railroad bridge at the mouth of the Chusovaya River, north of Perm's city limits, about five kilometers from the Kamskaya GES. Vehicles and pedestrians did not travel over this bridge which [redacted] was guarded [redacted] 50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

-7-

26. The Kamskaya GES power dam served as a bridge because it was crossed by a railroad under construction which was to connect with the Solikamsk railroad and by a highway that was to connect with the Solikamsk highway. A total of three metal bridges 200 meters long were built over the locks; these bridges were parallel and built about two meters apart. The highway bridge was about ten meters wide and each railroad bridge was about five meters wide. The highway bridge had a reinforced concrete roadbed and a pedestrian sidewalk with a railing.

27. In the northwestern part of the city, about five kilometers from the suburban riverboat dock, there was an old metal 800 x 5- or 6-meter railroad bridge without railings for Moscow trains.

#### Traffic Control

28. Red, green, and yellow traffic lights were installed at main street crossings such as ulitsa Lenina, ulitsa Karla Marksa, prospekt Komsomol and others. At some crossings, there were only green and red lights. On streets where the traffic was heavy, crosswalks were marked off with metal disks and white lines. At main street crossings were traffic policemen, most of whom wore a dark blue coat and cap in the winter and a white suit and cap in the summer. They carried no visible arms. Traffic signs in the streets indicated directions and stops.

50X1-HUM

50X1-HUM

#### Military Installations and Organizations

29. No military headquarters was located in Perm; the military rayon headquarters was located in Sverdlovsk. army troops in Perm; Some officers who must have worked in Perm lived in Gayva. soldiers wearing khaki uniforms guarded the concentration camp on the right bank of the Kama River, about one kilometer from the Kamskaya GES dam. Every Thursday about 60 of these troops went by truck or marched to Gayva for showers. there were no military schools or academies in Perm. No volunteer groups' organizations for the various services were located in Gayva but officials were stationed there to meet annual recruiting needs. They did not have uniforms or equipment.

50X1-HUM

50X1-HUM

50X1-HUM

#### Plants

30. The Lenin Plant which was said to be one of the largest plants in Perm, was located in Motovilikhinskiy rayon between the railroad and the left bank of the Kama River. There was no regular street by the plant. this plant had the number 210 the plant produced armament The plant had been built before the revolution and it had been modernized. Both rail and river transport may have been used for the shipment of products because the river passed by the plant but there was no dock, which could have indicated that most transport was by rail or by truck.

50X1-HUM

50X1-HUM

50X1-HUM

31. The Stalin Plant was located in the Stalinskiy rayon; it built airplane engines

C-O-N F-I-D-E-N-T-I-A-L

50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

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Engine noises originating at the Stalin Plant could be heard two kilometers away

50X1-HUM

It was a monotonous sound, similar to that of an airplane in flight

No whistling sounds were heard. because of the noise during engine tests, the testing area was to be moved from near the Stalin Plant to a location between the towns of Elniki and Lyady about 40 kilometers from the center of Perm. This area, which was quite flat with no mountains, was located on the left bank of the Chusovaya River. Ravines in the area were very small and there were some woods.

the new testing area was to be built under the direction of the Directorate of the Construction of the Kamskaya GES. As of May 1959, construction had not yet begun. The Perm-Solikamsk railroad ran through this zone, at an unknown distance from the two towns;

50X1-HUM

50X1-HUM

32. Chemical Plant No. 90 was surrounded by a wooden fence about three meters high which was in bad condition. Because of the height of the fence, it was not possible to determine how many buildings the plant had. The gate was guarded by a man dressed in civilian clothes.

50X1-HUM

four or six chimneys, the largest of which was about 50 meters high, could be seen inside the plant area about 300 or 400 meters from the fence. Smoke from the chimneys had an orange color, varying in darkness, and it settled to the ground, blackening the area surrounding the plant. On passing the plant, one noted a strange odor, not very intense

50X1-HUM

the plant observed a six-hour day

The plant had a standard gauge railroad spur which linked the plant to the northern part of the Solikamsk railroad line. the railroad was the principal means of transport. a dock for the plant and thought there was none. The Perm-Solikamsk highway, which was about seven meters wide (sic) with a cement roadbed about 15 to 20 centimeters thick, served the plant. The town of Kislotoyny, which was also known as Town No. 90, could be seen from the highway.

50X1-HUM

33. the Kirov Combine No. 98 or Chemical Plant No. 103 were located on the right bank of the Kama River

50X1-HUM

#### Industries

34. the Kamskaya GES dam was going to add another section to divert the waters of the Pechora River to the Kama River. This section would consist of six units which, in exploiting the water level drop to better advantage, would produce 125,000 kilowatts of power. There had not been any mining development in the city. one or two metal pipes in the surface pipeline transferred petroleum from the barges in the Kama River to the fuel tanks. These tanks were the ordinary type of various sizes, were not very big

50X1-HUM

50X1-HUM

#### Local Police

50X1-HUM

35. Each rayon had its own militia. In the Ordzhonikidzevskiy rayon was a hut on pereulok Kabelnyy where 12 or 15 policemen, working in three shifts, were stationed to meet the needs of Gayva. each town had similar detachments.

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

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-9-

Public Services

50X1-HUM

36. Some houses in Perm used gas which was supplied in containers because there was no industry in the city which manufactured gas nor installed it. In addition to the Kamskaya GES there was a thermoelectric powerhouse in Perm or in its vicinity [redacted] The main telegraph and post office was located in a two- or three-story brick building in ulitsa Lenina, number unknown. [redacted] all the drinking water came from the Kama River. There was an abundance of running water for the houses. Gayva's water came from artesian wells which had been made next to the Gayva River. The water was pumped out and piped underground to the town. Most dwellings, particularly new buildings, had running water.

50X1-HUM

37. [redacted] The Gayva exchange was located in a one-story 18 x 8 meter stone building with basement next to the Perm highway just outside of Gayva. Three or four operators worked on each of the four six-hour shifts. [redacted]

50X1-HUM

50X1-HUM

[redacted] the individual telephones in Gayva had two or three digits. When the receiver was lifted, the operator answered, giving her assigned number, after which the person calling requested the number desired or merely gave the name of the organization or person being called. Perm had dial telephones with four digits with a two or three as the initial number when it began with a five or larger digit. This system was initiated in 1957.

Legend for the Sketch of the City of Perm

38. Following is the legend for [redacted] sketch of the City of Perm, attached as Enclosure No. 2.

50X1-HUM

- (1) Bolmashnaya railroad station
- (2) Moscow railroad bridge over the Kama River
- (3) Perm freight dock
- (4) Motovilikhha railroad station
- (5) Dzerzhinskiy Plant
- (6) Perm railroad station No. 2
- (7) Motovilikhinskiy rayon market
- (8) Suburban riverboat dock
- (9) Riverboat passenger dock
- (10) Perm city university
- (11) Lenin Plant
- (12) Ulitsa Ordzhonikidze
- (13) Perm railroad station No. 1
- (14) Kama River navigation offices
- (15) Sovetskaya ulitsa

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

-10-

- (16) Hotel
- (17) Opera house
- (18) Kommunisticheskaya ulitsa
- (19) City and oblast committee offices of the Party and the Komsomol
- (20) Perm's executive city council
- (21) Executive council (committee) of the Permskaya oblast
- (22) Ulitsa Lenina
- (23) Post office and telegraph office
- (24) Administrative offices of the National Economic Council of Perm for Construction and for Construction Materials
- (25) Ulitsa Kirova
- (26) Bolshevistskaya ulitsa
- (27) Theater (of dramatic art)
- (28) The Perm commercial exchange
- (29) Tuberculosis hospital for the oblast
- (30) Main television station
- (31) "Pioneer House" for the city
- (32) Ulitsa Kuybysheva
- (33) Komsomolskiy prospekt
- (34) Ulitsa Gazety Zvezda
- (35) Ulitsa Karla Marksa
- (36) Dinamo Stadium
- (37) The city's main park and stadium
- (38) The city's civil airport
- (39) Administrative offices of the National Economic Council of Perm for the Energetics Industry
- (40) Stalin Plant

50X1-HUM

Legend for the Sketch of the Town of Gayva

39. Following is the legend for  sketch of the town of Gayva, attached as Enclosure No. 3.

50X1-HUM

- (1) Hospital
- (2) Garage for administrative personnel of Kamskaya GES
- (3) Park
- a. Dance floor
  - b. Summer movie area
  - c. Canteen and restaurant

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

-11-

- (4) Boiler room which furnished heat for houses
- (5) Children's school
- (6) Children's home and playground
- (7) Drive-in grocery
- (8) Concert hall with game rooms, also used for dances and theatrical productions
- (9) Residence for girls
- (10) Clothing and shoe store
- (11) Firehouse
- (12) Orphans' home
- (13) Stadium
  - a. Handball court
  - b. Basketball court
  - c. Handball court
  - d. Tennis court
  - e. Offices, dressing rooms, and athletic equipment room
  - f. Soccer field and athletic tracks
  - g. Training field for various sports
  - h. Shooting range
  - i. Winter sports' room
- (14) The town's water reservoir and pumps
- (15) Children's school
- (16) Dining room and dormitories
- (17) Residence for girls
- (18) Boiler room which furnished heat for homes
- (19) Residence for men
- (20) Bath and laundry
- (21) Children's school, under construction
- (22) Market
- (23) Residence for girls
- (24) Foundling home under construction
- (25) Boiler room for furnishing heat
- (26) Children's home and playground
- (27) Local police station
- (28) Fabric, clothing, and shoe shop
- (29) Administrative offices for the Kamskaya GES Construction
- (30) Children's school

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

-12-

50X1-HUM

- (31) Movie house and theater
- (32) Children's home and playground under construction
- (33) Dining room
- (34) Grocery store
- (35) Post office and telegraph office
- (36) Boiler room for furnishing heat
- (37) Children's home and playground
- (38) Boiler room for furnishing heat

C-O-N-F-I-D-E-N-T-I-A-L

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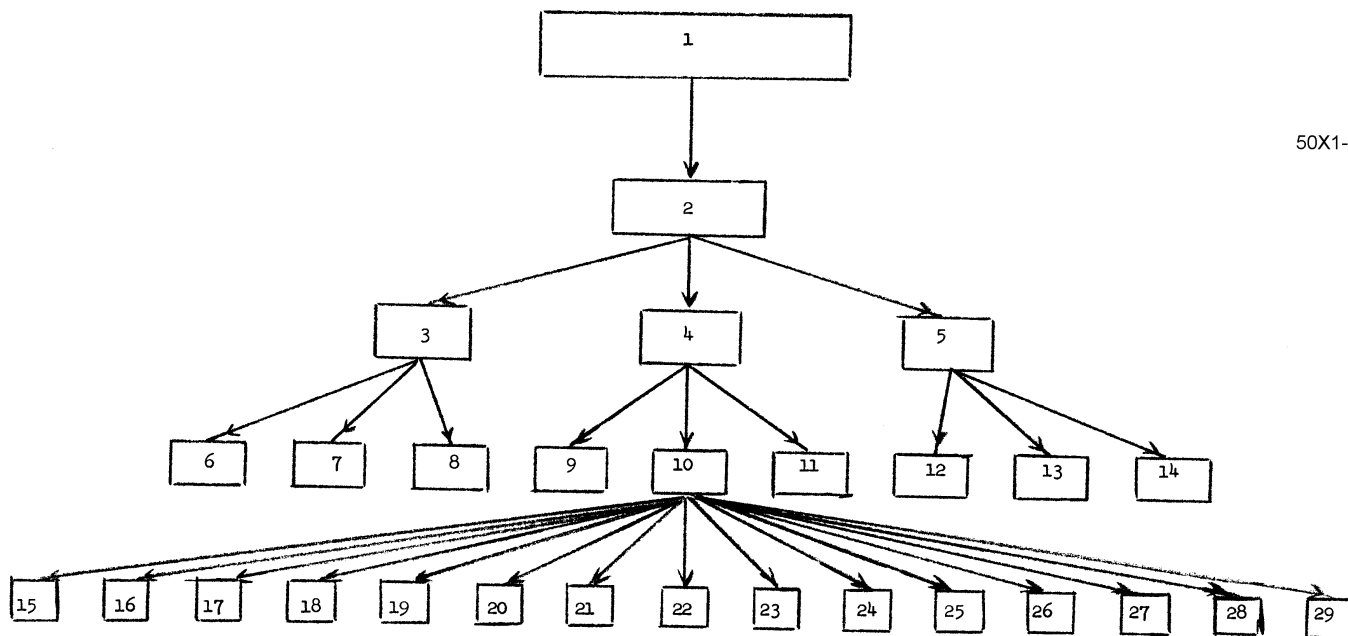
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C-O-N-F-I-D-E-N-T-I-A-L

-13-



ORGANIZATION OF NATIONAL ECONOMIC COUNCIL OF PERM OBLAST

**CONFIDENTIAL**

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COUNTRY : USSR ( Kyrnskaya Oblast )

SUBJECT : City of Simferopol

Legend to Overlay No. 1, sketch of the city of Simferopol (N 44-54, E 34-05)

1. Road from Moscow entering the city of Simferopol.
2. Locomotive depot.
3. Railroad station.
4. Glass works.
5. Kuybyshev Weights and Balances Plant.
6. Park.
7. Faculty of medicine, institute of anatomy, and insane asylum.
8. Soccer field belonging to the faculty of medicine.
9. Prison.
10. Railroad workers' dwelling.
11. Autobus station and Kyrnskaya Oblast tourist offices.
12. Epidemic control station.
13. Children's hospital.
14. Main Russian cemetery; the cemetery was divided (by a street) into two sections.  
(No. 14 and No. 25).
15. Military hospital.
16. First-aid station.
- 16 bis. Anti-tuberculosis dispensary.
17. Firemen's park.
18. Soccer and sports field.
19. Headquarters of City Sovet and Party Committee.

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20. Hospital for cardiac diseases.
21. Telephone exchange.
22. Telegraph office.
23. City military command headquarters.
24. Park.
25. Main Russian cemetery; the cemetery was divided by a street into two sections (No. 25 and No. 14).
26. Plant, production unknown.
27. Hotel.
28. Main post office.
29. Offices of the city radio station.
30. Oblast Party Committee.
31. Main Party school for training staff personnel and "Marxism and Leninism" (sic) university.
32. Main library.
33. Hotel.
34. Movie.
35. Party branches (delegations not further identified).
36. Hospital for infectious diseases.
37. Historical museum.
38. Main market.
39. Milk products plant.
40. Army officers' dwelling.
41. MVD offices. At the door there was a guard who wore a greenish uniform with epaulets not further described, and a blue-bordered service cap. He was armed with an automatic rifle.
42. Retreading/recapping plant.
43. Second-hand shop.
44. Bank.
45. Park.
46. Oblast military command.
47. Circus.
48. Lenin Park.
49. Group of dwellings for Army officers.

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-3-

50. Infantry barrack. Name, number and type of unit not further identified
51. Children's library.
52. Red Cross and sanitation offices.
53. Park.
54. Church, open for worship.
55. Plant.
56. Church, converted into a paper warehouse.
57. ~~DOSAAF~~ and recruiting office.
58. Children's playground.
59. Chemical products laboratory.
60. Institute of medicine, pedagogy and agronomy.
61. Maternity ward.
62. ~~Militia~~ station No. 2.
63. Kirova vegetable cannery and city streetcar garage.

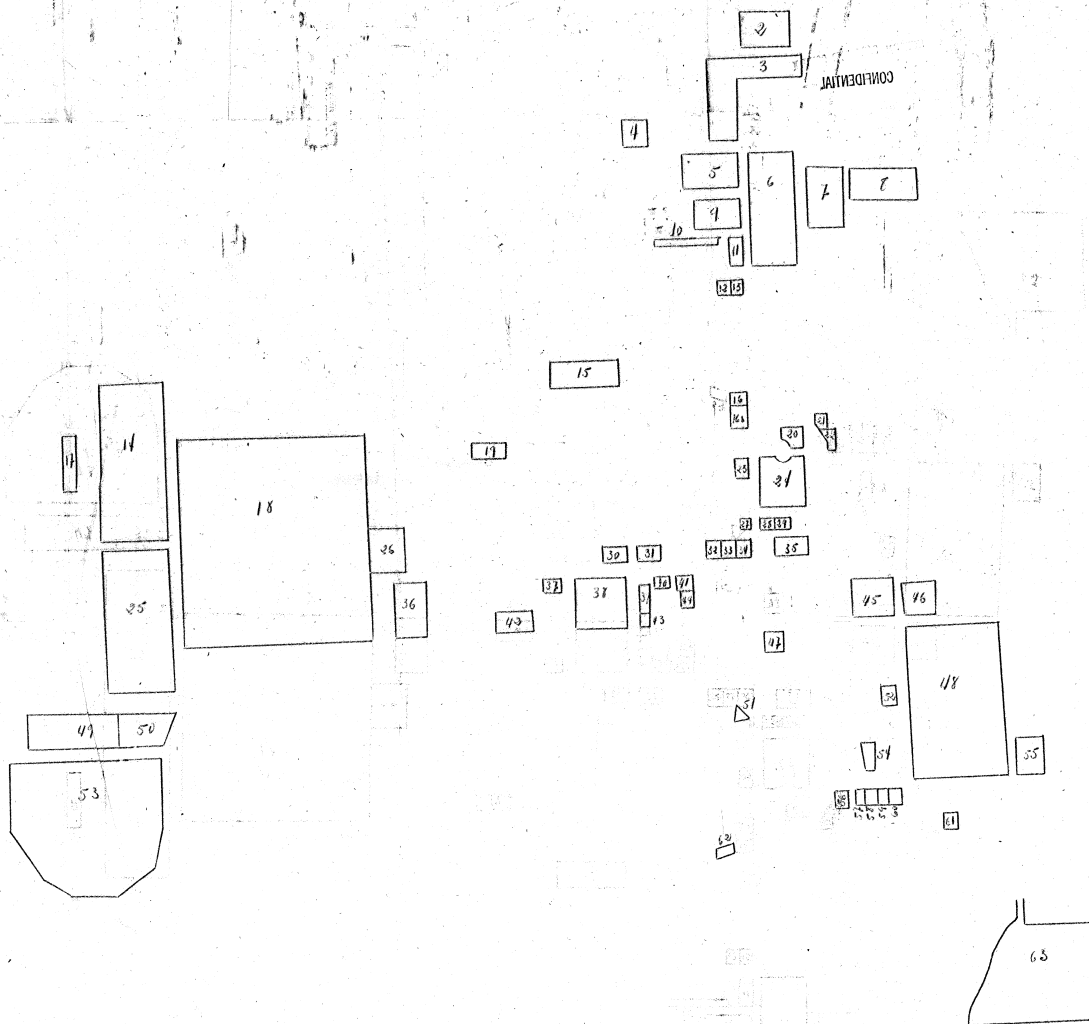
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S I M F E R O P O L

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COUNTRY : USSR ( Lithuanian SSR )

SUBJECT : CITY OF VILNYUS

General

(1.) The city of Vilnyus, capital of the Lithuanian SSR, had a population of 300,000; the majority were Lithuanians, although a great number were Russians and Poles. Lithuanian and Russian were the official languages. It was obligatory to study Russian in the schools, but in centers of higher education Lithuanian was used. Both languages were used in everyday life, and on the radio and TV.

Legend to Overlay of the city of Vilnyus

1. Volokumpyay Beach on the Neris River.
2. Volokumpyay Rest Houses in a wooded area.
3. End of autobus No. 2 and trolleybus No.2 lines.
4. Group of six to eight-story block houses, the majority built after 1956.
5. Group of houses like those designated by No. 4, also built after 1956.
6. Trolleybus station.
7. Firemen's barrack.
8. Antokol Street; new, wide, asphalt-paved, two-lane and tree-lined.
- 9bis. Barrack of Army, possibly infantry, troops. It occupied an area about 200 meters square surrounded by a wooden fence; in the interior could be seen several one-story rubblework buildings.
9. End of trolleybus No. 2 line. It was also the end of one or more autobus lines.
10. Approximate location of Zverinets quarter; although old it had been enlarged and modernized; the new houses were three and four-stories.
11. Molodezhnyy soccer and sports field with an approximate (seating) capacity of 3,000.
- 11b. Stalina promenade.
12. Ploshchad Lenina, quite wide with gardens in the center.

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13. Building for the Lithuanian SSR Supreme Sovet, finished in 1958, was about five stories and occupied quite an area. 50X1-HUM
14. Sovetskaya Clinic; [redacted] 50X1-HUM
15. Headquarters of the (Red Cross and Lithuanian SSR) Red Crescent; these agencies did not completely occupy the three floors.
16. Lithuanian SSR Ministry of Health.
17. Hotel Vilnyus.
18. Chernyakhovskogo Park.
19. Gorodskaya thermoelectric powerhouse, coal-operated, supplied the city. [redacted] 50X1-HUM
20. Tele-communications, an old four-story building.
- 20bis. Lithuanian SSR Ministry of Communications.
21. A kind of wharf from where a small passenger excursion boat went to the beach ( No. 1 ). There were also many launches, small sloops, etc. used by several sports clubs but mainly by the DOSAAF for training naval branch members in swimming, use of life-preservers, and how to row, and operate small motorboats.
22. Lipa, a kind of hill covered with fir, oak and other trees; on the top of the hill there was a castle called " Tower of Gidimin "
23. Park areas, not further identified.
24. Cathedral church.
25. Cathedral tower, apart.
26. Park, called Vingis in Lithuanian, was the principal recreation place
27. Eydukyavichyus Plant of leathers or tanned leathers, occupied an area about 300 x 200 meters. [redacted]
28. Electromechanical school, ~~XXXXXXXX~~ a large four-story building with boarding area. 50X1-HUM
29. Petro Tsvirkos street.
30. Stalinskiy Rayon Voenkomat, in charge of recruiting and control of reservists; a reservist upon change of address had to notify the center to which he formerly belonged and also the new one.
31. Lyudo Giros Street.
32. MVD militia barrack, in a two-story building.
33. Cemetery, closed. [redacted] 50X1-HUM

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CONFIDENTIAL

50X1-HUM

34. Synagogue, open for worship.
35. MVD militia barrack.
36. ~~Soviet/Army~~ Principal university of the Lithuanian SSR, a large, old four-story building; two smaller buildings, collective student dwelling, were next to it.

36b. Churlioniye Street.

37. Kolkhozy market, and of produce in general.

37b. Krasnoy Armin Promenade.

38. Railroad passenger station.

50X1-HUM

39. TV and modulated frequency station.

40. Ulitsa Kanarskogo, asphalted in 1958.

41. Railroad freight station.

42. Old cemetery, called "Russian cemetery"

50X1-HUM

43. The city's only airport

was large; it had three landing runways of cement and an undetermined width; there were several hangars in the eastern part there was a control building at the entrance to the field.

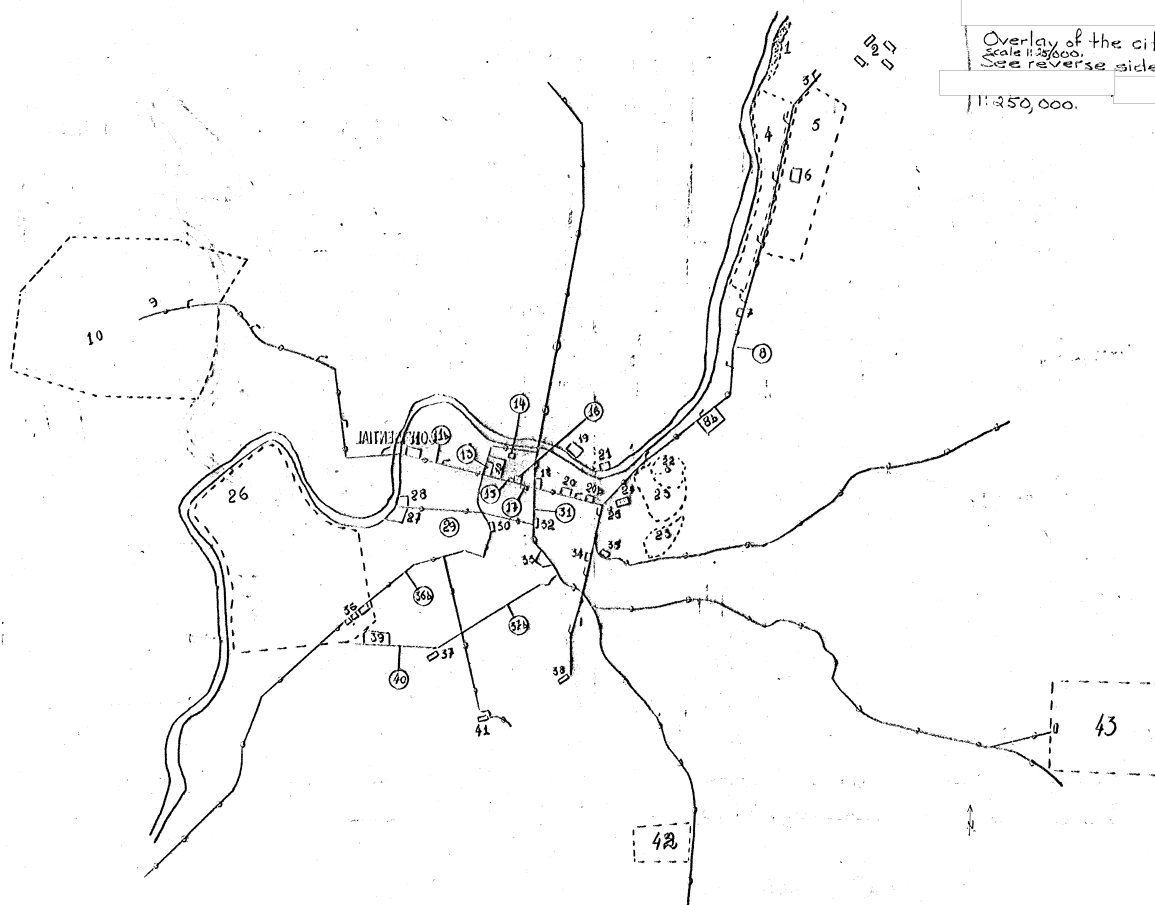
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## NIKOLAYEVSK NA-AMURE

1. Nikolayevsk Na-Amure ( N 53-08, E 140-44 ), capital of Nizhne Amurskaya Oblast, extended about seven kilometers along the left bank of the Amur River and was approximately two kilometers wide. It was located on a slope at the foot of the mountains.
2. Vegetation consisted mainly of pines, but there were also blackberry bushes and another berry called ezhevika.
3. Thaws began early in April. There was not much rainfall in the spring. Summer began at the end of June with average daytime temperatures of 25 to 30°C and sharp drops of temperature at night. Storms were infrequent. Autumn began about the end of August and was rainy. The winter, which opened in mid-October, was very cold with deep snow. Average temperatures were 20 to 25°C below zero and minus 35°C was sometimes registered. The Amur River was closed to navigation from early October to the middle of April and the frozen surface was used for ice transport. There were many severe blizzards which sometimes lasted a week, disrupting transportation and air communications<sup>(sic)</sup> in particular.
4. [redacted] the population of Nikolayevsk [redacted] about 50,000. The majority were Russians and there were numerous Ukrainians and Chinese and a few Jews and Evenki (sic-probably Eveny). [redacted] there were some deportees. Fishing was the principal occupation, but some persons were employed in a small shipyard for repair of river boats and others in public services. Nearly all the houses had gardens in which potatoes, onions, cabbages and garlic were cultivated. Tomatoes were grown to a lesser degree because of the short growing season. Onions and garlic were considered important foods for the prevention of scurvy.
5. Excepting some public buildings which were of brick, construction was principally of wood. Houses were separated from one another and were two or three stories high in town and one story in the suburbs. They usually had cellars for winter storage. The streets were six to eight meters wide, of rolled earth and muddy, excepting Sovetskaya Street, which was [redacted]. There were wooden sidewalks.

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50X1-HUM

~~CONFIDENTIAL~~

walks two meters wide. Most of the streets were lined with trees.

6. There were no highways, railroads or airports. The Amur River was used for transportation. In 1954, it was said that a railroad was being built to Nikolayevsk from Komsomolsk.

7. There was an organization of naval amateurs connected with DOSAAF.

8. Food, clothing and domestic goods were in regular supply.

European clothing was available in the stores but was not much used because there was no occasion to wear it and because the city was dirty with mud in the spring and autumn and dust in the summer. Fresh fruits and vegetables were scarce at all times, although some were in supply in autumn. Wheat, barley, potatoes, beets, carrots, tomatoes, cabbage, onions, and garlic were raised in the area but their full development was limited by the short summer. Vodka was scarce and in the winter beer also.

Vodka, furs, and used articles could be bought on the black market. Prices of some items, especially foodstuffs, were lowered five to ten percent every year or two.

the following prices:

<u>Item</u>	<u>Unit</u>	<u>Price in rubles</u>
Sugar	1 kg	13
White bread	1 kg	3
Black bread	1 kg	1.5
Chocolate	1 kg	160
Ham	1 kg	25
Bacon	1 kg	27

9. There were two local and oblast newspapers

religion was not generally practiced except by some of the Chinese. The local population was indifferent to the regime and the Party except in connection with their work. The technicians and State employees who came out from the European USSR were usually young and politically active, but they left Nikolayevsk as soon as possible because of its backward state. Patronage was a common means of obtaining scarce items and favors.

10. Occasionally distant dull explosions were heard which

were artillery firing.

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**CONFIDENTIAL**Legend to sketch of Nikolayevsk

1. Barbed wire enclosed area about two kilometers long situated on a mountain and parallel to the city at a distance of three kilometers from the latter. [redacted] the enclosure, [redacted] appeared to be densely wooded with pines and shrubs. There were "Restricted Area" signs about five meters from the barbed wire, [redacted] there were soldiers in the mountain. A road in bad condition but adequate for vehicular traffic went from the city to the restricted area. 50X1-HUM  
[redacted] 50X1-HUM
2. Ten-year school, a two-story brick building. Eight hundred students attended the school in three shifts.
3. City and oblast clinic, a four-story brick building. It had a military section. 50X1-HUM
4. City park. Saturdays and Sundays, there was music and dancing.
5. [redacted]
6. Line indicating approximately the base of the mountain.
7. High tower with a water tank and possibly a water purification system for the city.
- 7b. Komsomolskaya Street.
8. Oblast broadcasting station and two radio relays from Magadan and Khabarovsk, respectively. There was a reserve transmitter. The station area, about 200 m X 150 m, was enclosed by a wooden fence.
9. Oblast historical and archeological museum, a one-story wooden building.
10. Restaurant, a two-story wooden building. Prices were similar to those in second-class restaurants in the European USSR.
11. Approximate location of the settlement of shipyard workers.
12. Approximate location of the city TETs. It burned wood and its production was inadequate for city needs. Use of electric stoves and heaters was prohibited for that reason. Current for domestic consumption was 220 volts.

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13. Cultivated land where vegetables were raised by a kolkhoz and private families. There were some hothouses for winter use but insufficient for city demand of vegetables.
14. Pedagogical institute consisting of several buildings for teachers, medical assistants, health officers, and others preparing to work among the Eveny. Instruction was in the language of the latter.
15. Barracks of unidentified tank unit, several buildings in an area 300 meters square enclosed by a wooden fence. Within the enclosure were the offices of the Voenkomat, which was commanded by a colonel of the tank corps, possibly also the CO of the tank unit. 50X1-HUM
16. Navy barracks, several wooden buildings surrounded by a wooden fence in an area smaller than that of the tank quarters. 50X1-HUM  
the barracks were occupied by the crews of three or four coast guard cutters which were based in the military zone of the river port and patrolled the river and the nearby coast.
17. Seven-year school, a single-story wooden building.
18. Post, telephone and telegraph building of brick three stories high.
19. Rodina Cinema, a one-story brick building.
20. City club with library, games, sports and other types of recreation. Its construction was begun in 1954.
21. Sovetskaya Street, the only asphalt street in the city. It was lined with trees but had no central promenade.
22. MVD militia headquarters, a one-story wooden building.
23. Gorsovet, located in a two-story wooden building.
24. Beach.
25. Pioneership Park.
26. Port military zone, about 600 meters long. Three or four coast guard cutters were usually berthed there. They were 25 to 30 meters long with two light guns in the prow and two on the poop besides three or four antiaircraft guns. They were very fast boats.
27. Commercial port, about 800 meters long and 200 meters wide. It was used principally for the transshipment of supplies for the population of the area, which were usually unloaded from river boats and reloaded on smaller boats. Food, clothing, 50X1-HUM

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machinery and other provisions were handled. The port was very busy.

28. Warehouse area of the commercial port, comprising five or six 60 m X 30 m wooden frame buildings six to eight meters high with walls and roof of plate iron covered with corrugated zinc.

Between the warehouses and the pier, there were several cranes.

There was fuel in tin cans [redacted]

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29. Fishing port, about 800 meters long. The fishing fleet was large, although composed mainly of small boats which fished in the Amur River for keta, from which red caviar was obtained. Other boats fished in the sea. To take care of the first steps of preservation a temporary cannery was set up in the late summer and early fall.

30. City market.

31. Gardens.

32. Naval school, a large two-story wooden building surrounded by a wooden wall two meters high. Pilots, drivers and possibly radiomen were trained there for the merchant fleet.

33. Passenger port, smaller than the other ports. It had a direct passenger line with Okhotsk and other lines on tributaries of the Amur River. Nikolayevsk was a passenger transfer point because seagoing boats usually went no further on the Amur.

34. Approximate location of the shipyards, which were more than a kilometer in length and had moles and cranes and other facilities.

[redacted] river boats, especially fishing boats, were repaired there and wooden launches and barges for fishing and transport were built.

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35. Amur River.

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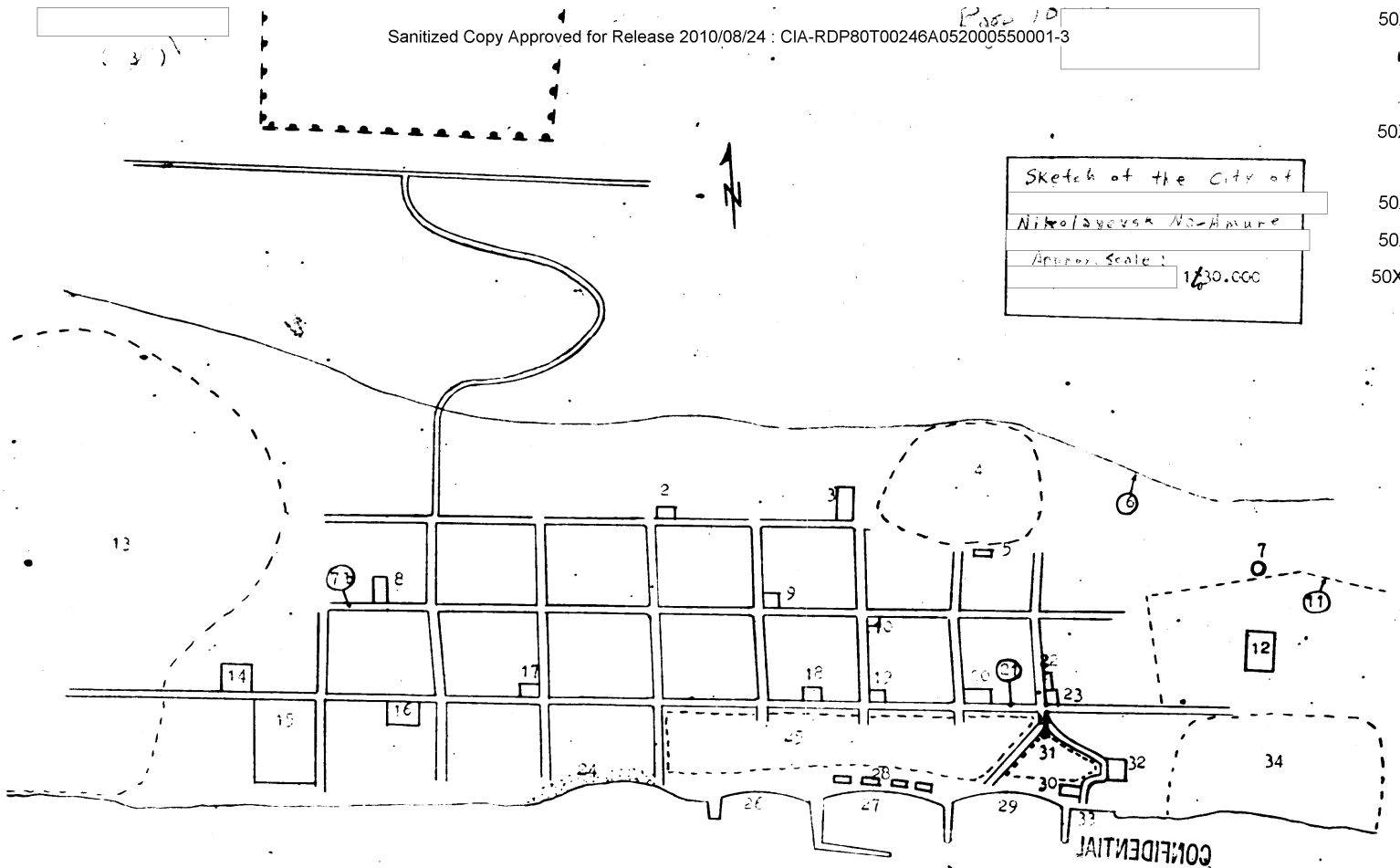
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Sketch of the City of  
Nikolayevsk Na-Amure  
Approx. Scale: 1/30,000



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COUNTRY: USSR (Sumy Oblast)

REPORT NO.

SUBJECT: City of Sumy

DATE OF INFO:

DATE ACQUIRED:

PLACE ACQUIRED

DATE OF REPORT

LEGEND TO THE ATTACHED OVERLAY OF THE CITY OF SUMY  
(UKRAINE):

1. The KHARKOV-KIEV doubletrack railroad line.
2. Frunze Plant railroad siding.
3. Centrifugal and piston Pump Plant railroad siding. This plant was formerly connected with Frunze Plant.
4. Sumy (N50-55, E34-47) railroad station.
5. Approximate location of agricultural-implements storehouses.
6. Approximate location of a cemetery.
7. Sugar Refinery and Main Plant. Approximately 15 Sumy-oblast refineries sent their finished products to this Main refinery.

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8. Frunze Plant clinic. [redacted]
9. PARNOYE shosse which [redacted] led to the city of OREL (N 52-55, E 36-01).
10. Frunze Plant.
11. Trade school, which was independent of the Plant.
12. Centrifugal and Piston Pump Plant which until 1951, when a separate directorate was named, was attached to Frunze Plant. It was then called SUMSKOY MASHINO-STROITELNIY ZAVOD (Summy Machine Building Plant).
13. Large hospital.
14. City jail.
15. Railroad bridge and the PSEL River which, excepte during thawing season, was a shallow river.
16. A streamlet or gully, dry except during the rainy or thawing season when it emptied into the PSEL River. A bridge across one end of the main (city) street was also located at this point. The lowland where the streamlet or gully flowed separated the city proper from its industrial zone.
17. Road to BARANOVKA, located one kilometer north-east of the city [redacted] continued to VORONEZH (N 51-36, E 39-12).
18. Oblast police offices (not further identified).
19. City hospital.
20. Road to KIEV.
21. City Militia quarters.
22. Main city market.
23. Bridge, on road from KHARKOV (N 50-00, E 36-14), over PSEL River.

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24. Textile plant.
25. Road from KHARKOV.
26. City Hall, Party and Syndicate building.
27. Courthouse.
28. MGB jail.
29. City stadium.
30. City fair site.
31. Road which [ ] went to POLTAVA (N 49-35, E 34-34).
32. Area where Chemical Plant was being built. This area was located near the KHARKOV road and railroad line intersection, about seven kilometers from the city. Some large volume boilers with pipes mounted on metal frames could be seen, on passing, in one of the buildings already in operation.
33. Artillery Officers Military School.

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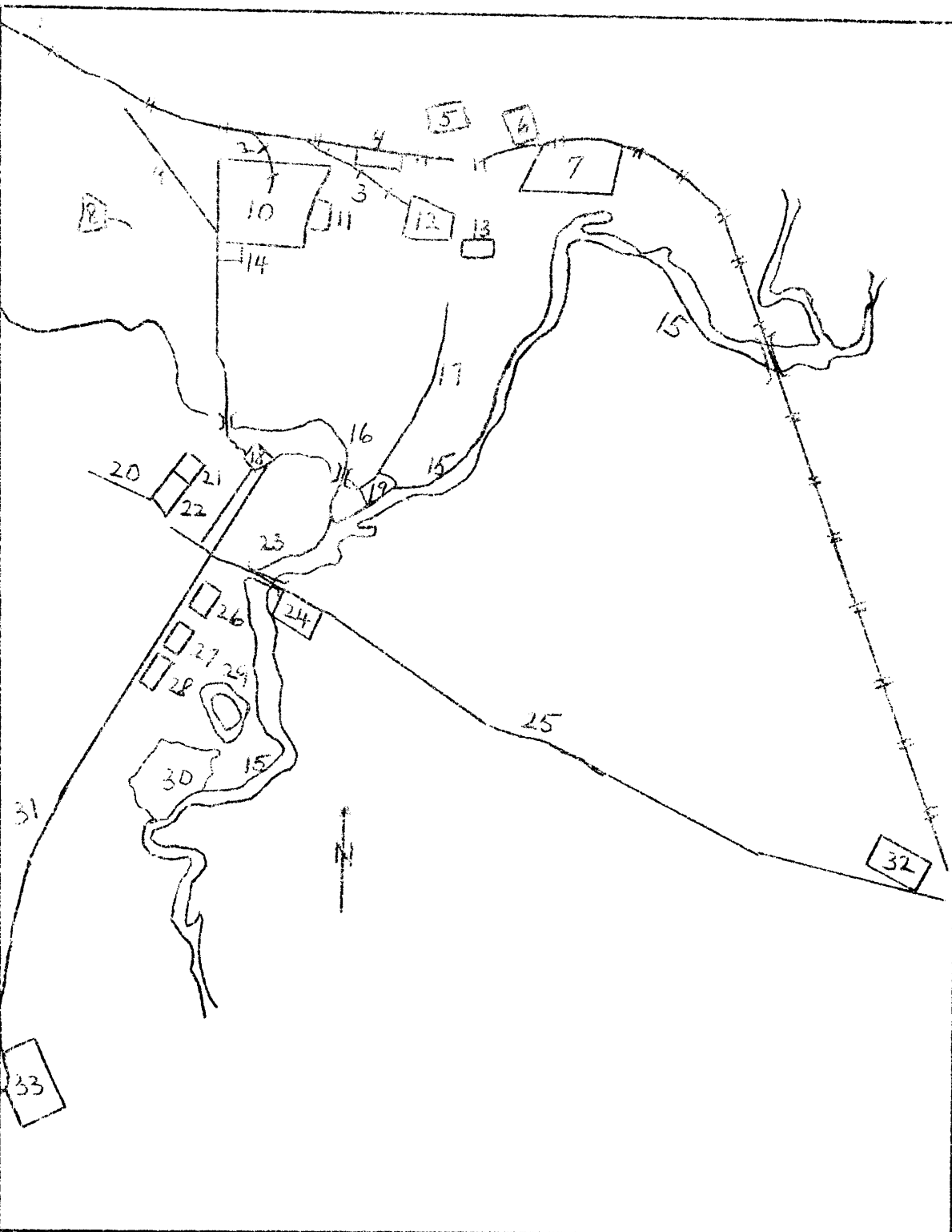
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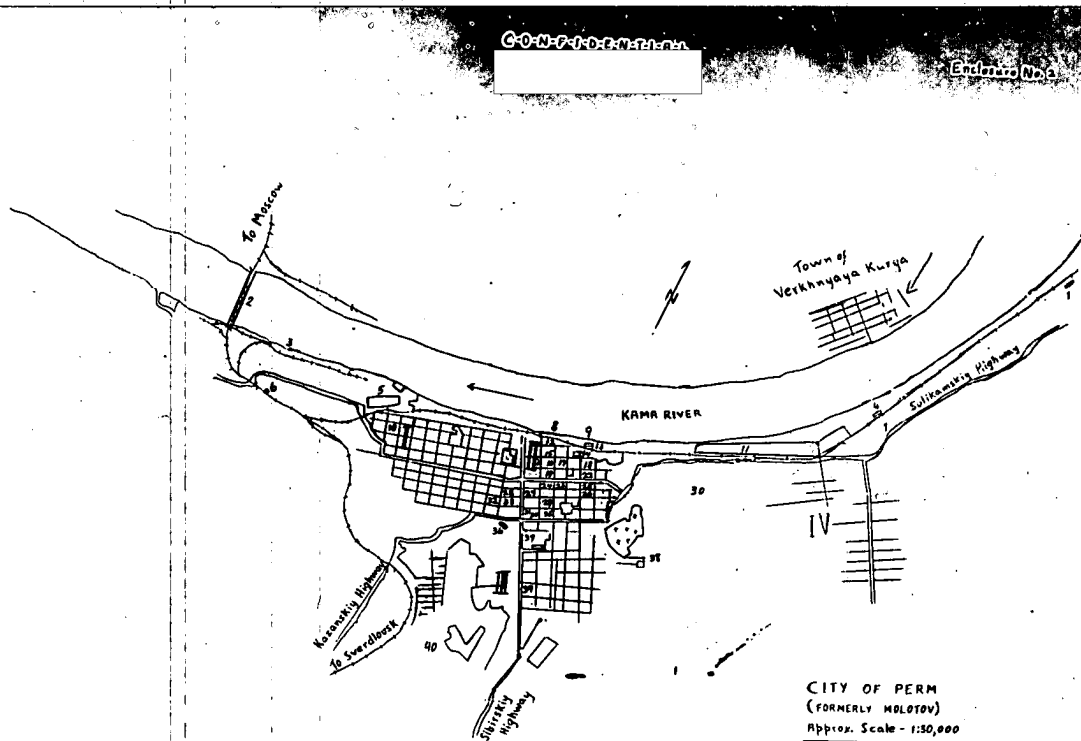
[ ] the road from the police offices to the Military School was reasonably straight since the School could be seen from the city.

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